

AMENDMENTS TO THE CLAIMS

CLAIM 1 (CURRENTLY AMENDED): A bicycle hub comprising:
a bicycle wheel hub shaft having first and second portions located axially inwardly from corresponding first and second end tips of the hub shaft and dimensioned to fit within corresponding first and second wheel hub shaft openings in a bicycle frame;
a hub shell rotatably supported relative to the bicycle wheel hub shaft; and
a brake force control mechanism housed by the hub shell, wherein the brake force control mechanism is adapted to receive a braking force from a braking device, wherein the brake force control mechanism includes a brake force adjusting mechanism with an outside accessible portion that can be accessed for adjustment while the brake force control mechanism is housed within the hub shell, and wherein the brake force adjusting mechanism sets a maximum braking force communicated from the braking device to the hub shell.

CLAIM 2 (ORIGINAL): The hub according to claim 1 wherein the brake force adjusting mechanism is structured to be accessed from an axial direction.

CLAIM 3 (ORIGINAL): The hub according to claim 1 wherein the brake force adjusting mechanism is structured to be accessed from a radial direction.

CLAIM 4 (PREVIOUSLY PRESENTED): The hub according to claim 1 wherein the brake force control mechanism comprises:

a brake side member structured to engage the braking device; and
a friction engagement unit that creates a friction force in a brake force transmission path between the brake side member and the hub shell.

CLAIM 5 (ORIGINAL): The hub according to claim 4 wherein the brake force control mechanism further comprises a friction force adjusting unit that allows the friction force to be adjusted while the brake control mechanism is housed within the hub shell.

CLAIM 6 (PREVIOUSLY PRESENTED): A bicycle hub comprising:
a hub shaft structured to be rotatably mounted to a bicycle frame;
a hub shell rotatably supported relative to the hub shaft;
a brake force control mechanism housed by the hub shell, wherein the brake force control mechanism includes a brake force adjusting mechanism that can be accessed for adjustment while the brake force control mechanism is housed within the hub shell;

wherein the brake force control mechanism comprises:

a brake side member structured to engage a braking device;

a friction engagement unit that creates a friction force in a brake force transmission path between the brake side member and the hub shell; and

a friction force adjusting unit that allows the friction force to be adjusted while the brake control mechanism is housed within the hub shell;

wherein the friction engagement unit comprises:

a plurality of first friction members nonrotatably coupled relative to the brake side member; and

a plurality of second friction members nonrotatably coupled relative to the hub shell;

wherein the plurality of first friction members are interleaved with the plurality of second friction members.

CLAIM 7 (ORIGINAL): The hub according to claim 6 wherein the friction force adjusting unit comprises an adjusting member that presses the plurality of first friction members and the plurality of second friction members towards each other.

CLAIM 8 (ORIGINAL): The hub according to claim 7 wherein the brake side member comprises:

a flange; and

a tubular part extending axially from the flange;

wherein the plurality of first friction members are nonrotatably supported by the tubular part.

CLAIM 9 (ORIGINAL): The hub according to claim 8 wherein the adjusting member is coupled to the tubular part so that the plurality of first friction members and the plurality of second friction members are sandwiched between the adjusting member and the flange.

CLAIM 10 (ORIGINAL): The hub according to claim 9 wherein the adjusting member is screwed to the tubular part.

CLAIM 11 (ORIGINAL): The hub according to claim 10 wherein the friction force adjusting unit further comprises a spring member disposed between the adjusting member and the flange.

CLAIM 12 (ORIGINAL): The hub according to claim 10 wherein the adjusting member has a male threaded portion that engages a female threaded portion of the tubular part.

CLAIM 13 (ORIGINAL): The hub according to claim 12 wherein the flange includes an inner peripheral bearing surface.

CLAIM 14 (ORIGINAL): The hub according to claim 10 wherein the adjusting member has a tubular portion.

CLAIM 15 (ORIGINAL): The hub according to claim 14 wherein the adjusting member includes a tool engagement portion formed on an inner peripheral surface.

CLAIM 16 (ORIGINAL): The hub according to claim 15 wherein the adjusting member includes a collar so that the plurality of first friction members and the plurality of second friction members are sandwiched between the collar and the flange.

CLAIM 17 (ORIGINAL): The hub according to claim 10 wherein the tubular portion of the adjusting member has a male threaded portion that engages a female threaded portion of the tubular part of the brake side member.

CLAIM 18 (ORIGINAL): The hub according to claim 17 wherein the tubular portion of the adjusting member includes a caulking portion that extends further radially outwardly than the female threaded portion of the tubular part of the brake side member.

CLAIM 19 (ORIGINAL): The hub according to claim 14 wherein the adjusting member includes a tool engagement portion formed on an outer peripheral surface, and wherein the hub shell includes a through-hole for accessing the tool engagement portion.

CLAIM 20 (ORIGINAL): The hub according to claim 19 wherein the tubular portion of the adjusting member has a female threaded portion that engages a male threaded portion of the tubular part of the brake side member.

CLAIM 21 (NEW): The hub according to claim 1 wherein the outside accessible portion rotates around the hub shaft.

CLAIM 22 (NEW): The hub according to claim 1 wherein the outside accessible portion has a through hole through which the hub shaft passes.

CLAIM 23 (NEW): The hub according to claim 1 wherein the adjusting mechanism and the brake force control mechanism are located on a same side of the hub shell.

CLAIM 24 (NEW): The hub according to claim 1 wherein the brake force adjusting mechanism has a recessed tool receiving opening.

CLAIM 25 (NEW): The hub according to claim 1 wherein the brake force adjusting mechanism has a member that increases braking force by moving axially outwardly.

CLAIM 26 (NEW): The hub according to claim 1 wherein the braking force is applied to an inner peripheral surface of the hub shell.